

**AN ORDINANCE  
BY COUNCILMEMBER MARY NORWOOD  
AS SUBSTITUTED  
BY TRANSPORTATION COMMITTEE**

**08-O-2427**

**AN ORDINANCE AUTHORIZING THE MAYOR OR HER  
DESIGNEE TO ESTABLISH A SENIOR ZONE POLICY FOR THE  
CITY OF ATLANTA AND TO IMPLEMENT THAT POLICY AS  
FUNDING SOURCES BECOME AVAILABLE AROUND AREAS  
WHERE A SIGNIFICANT NUMBER OF SENIORS GATHER TO  
ENHANCE SAFETY OF SENIOR DRIVERS AND PEDESTRIANS,  
AND FOR OTHER PURPOSES**

**WHEREAS**, Seniors are one-fifth or 20 percent (20%), of Atlanta's population;

**WHEREAS**, Seniors are the fastest growing component of Atlanta's population and this segment of the population is projected to increase in size by the year 2030 to one-third or 33.3 percent (33.3%) of the population; and

**WHEREAS**, there are currently 78 Senior Facilities in the City of Atlanta, 11 Senior Centers and 67 Senior Residences; and

**WHEREAS**, the safety of Seniors is enhanced by establishing zones where the infrastructure, sidewalks and streets, facility and infrastructure maintenance, traffic control devices, and transit within the Senior Zone are adjusted to compensate for the diminished capabilities attributed to Seniors; and

**WHEREAS**, enhancing the safety of Seniors in Senior Zones will also enhance the safety of the younger drivers and pedestrians in these zones; and

**WHEREAS**, the funding for certain improvements in proposed Senior Zones is not currently available; and

**WHEREAS**, as funding for said improvements becomes available, said improvements should be implemented; and

**WHEREAS**, establishing a Senior Zone Policy will insure that the City of Atlanta complies with the many Federal documents which outline procedures for creating a Senior-friendly transportation program, such as: *FHWA Road Safety Audit Guidelines*, *Highway Design Handbook for Older Drivers and Pedestrians*; *the Manual on Uniform Traffic Control Devices for Streets and Highways*; *Safe Mobility for a Maturing Society: Challenges and Opportunities*; and *Travel Longer: A Pocket Guide to Improve Traffic Control and Mobility for Our Older Population*.

**THEREFORE, THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA,  
HEREBY ORDAINS:**

**Section 1.** That the attached Senior Zone Policy be established.

**Section 2.** That the Senior Zone Policy be implemented around current Senior Facilities and be implemented around other areas where Seniors gather in significant numbers.

**Section 3.** The implementation of this Senior Zone Policy is subject to the availability of funding resources.

**Section 4.** That all ordinances or parts of ordinances in conflict with this ordinance be repealed.

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## SENIOR ZONE POLICY

A Senior Zone shall be established around all facilities where Seniors congregate in significant numbers. The purposes of Senior Zones are three-fold:

1. To protect and separate Seniors from the vehicular traffic by provision of sidewalks and similar facilities in the designated Senior Zone.
2. To provide adequate streets and traffic control devices within Senior Zones to safely compensate for the diminished capabilities of Senior Drivers and protect Seniors from other traffic in the Senior Zone.
3. To emphasize the concept that, "To design for the old will include the young; however, to design for the young will exclude the old."

Currently in Atlanta, Seniors are 20 percent of the population, higher than the National Average, and Seniors here are the fastest growing population cohort, and if the population growth trend is the same, will result in one-third of Atlanta's population being Seniors by 2030. Thus, Atlanta must implement a Senior Zone Policy to protect this significant sector of its population.

Presently, there are 78 areas where Seniors congregate in significant numbers in Atlanta, 11 Senior Centers and 67 Senior Residences, 25 of which are High-Rises, each of which require site-specific Senior Zone identification due to the varying development and terrain conditions. Thus, to "blindly" implement a "cookie cutter approach" to the establishment of Senior Zones would ill serve both the City of Atlanta and its Seniors. Implementation of this Policy will enhance safety of people entering or leaving the Senior Facilities as well as those traveling through or living within the Senior Zone. Thus, this general "Senior Zone" policy has been developed and the 30 specific zone requirements are contained in seven categories:

- General

1. Senior Zone or Senior Zone Boundary is defined as linear distance no more than 700 feet and no less than 150 feet from a senior facility
2. The Senior Zone Boundary Sign should be installed at the beginning of a Senior Zone or in advance of the first crosswalk and/or drive into the Senior Facility, the rectangular Warning Sign should be Black on Fluorescent Yellow with six-inch lettering. This requirement must be consistent with Manual on Uniform Traffic Control Devices (MUTCD) regulations which may change from time to time..

3. All major intersections, generally signalized, within the senior zone boundary should have directional signing to the Senior Facility which is White on Green with six-inch lettering which should be consistent with MUTCD requirements.
  4. Senior Facility directional signing should be placed at major thoroughfare intersections within the senior zone boundary leading to a senior facility. These facilities should be providing other services such as a daycare. Specific criteria for such signage should be developed by Department of Public Works.
  5. The Speed Limit through Senior Zones should be no more than 35 mph. However, there must be at least a 5 mph reduction in the posted speed limit in the immediate area if the speed limit exceeds 30 mph. Additionally, warning speed limit in the Senior Zone should be set for the available sight distance to the entrance or crosswalks to the Senior Facility where hill crests or horizontal curves may limit appropriate sight distance.
- Street Geometry and Sidewalks for new streets
    6. There should be at least Stopping Sight Distance, if not Decision Sight Distance, in advance of all crosswalks and drives into the Senior Facility.
    7. All Pedestrian Crosswalks where sidewalks exist must have ramps at curbs, including "turtle" tiles to accommodate persons with a vision disability.
    8. All sidewalks within Senior Zones should be in compliance with ADA requirements or City of Atlanta requirements, whichever ever is greater and these sidewalks must be maintained in usable condition.
    9. The receiving lane (throat) for turning vehicles should be consistent with recently approved City of Atlanta's Connect Atlanta plan.
    10. Channelization should always be raised where possible with ADA ramps vs. being defined by pavement markings.
    11. Pedestrian cross-walks should be at the leading edge of the channelization island to assure pedestrian visibility before the driver has to begin to search for a gap in the traffic stream to complete the merge safely.
    12. Intersection sight-distances for right-turns should be at least 2.5 seconds and for left-turns should be at least 8.0 seconds plus 0.5 second for lanes to be crossed, if more than one
  - Signs

13. All street name signs should be consistent with most recent edition of Manual on Uniform Traffic Control Devices and Highway Design Handbook for Older Drivers and Pedestrians.
  14. The Speed Limit Sign should be mounted on the same support as the Senior Zone Boundary Sign, below the boundary sign.
  15. There should be a Pedestrian Crosswalk Warning Sign consistent with MUTCD behind the Senior Zone Boundary Sign at the apex of the sign, indicating the number of pedestrian crosswalks to be encountered in the Senior Zone where applicable.
  16. There must be a Pedestrian Crosswalk Sign with an Arrow Plaque at each pedestrian crosswalk which must be consistent with recent edition of MUTCD or any other regulations and guidelines adopted by City of Atlanta and/or State of Georgia.
  17. When the speed limit change occurs within a block a senior zone, a warning sign should be installed at the appropriate advanced warning sign placement distance in front of the Senior Zone speed limit change, these distances are found in the *Highway Design Manual for Older Drivers and Pedestrians*, HDM, published by the Federal Highway Administration.
  18. When the speed limit in advance of the Senior Zone is 45 mph or more, the Senior Zone speed limit should also be shown by Pavement Markings at the beginning of the Senior Zone.
- Markings
    19. The Pavement Marking at the drives into the Senior Facility shall be full-width; i. e., if the drive is 30 feet wide the Pavement Marking, which is bordered by parallel lines, should be 30 feet wide. Collocation of pedestrian crossings with a drive is permissible, but the pedestrian crossings must be separately marked and have curb ramps, with "turtle tiles."
    20. When the street in the Senior Zone is a multilane facility, four or more lanes, the lane lines must be enhanced with raised pavement markers consistent with guidelines and regulations as outlined in MUTCD.
    21. Pavement markings in the Senior Zone must be highly reflective.
  - Traffic Signals
    22. Pedestrian Crosswalks which are at Traffic Signals within or adjacent to a Senior Zone, the signal cycle should be set for a crossing speed of 2.8 feet per second, to accommodate Seniors."

23. When using a protected left-turn cycle at signalized intersection, it should be leading vs. lagging if it does not impact capacity of adjacent roadways

24. All traffic signal lenses in Senior Zones should be at least eight inches in diameter and maintained consistent with MUTCD requirements

- Transit

25. The Senior Facility(s) within the Senior Zone must be served by transit provided that it complies with applicable City and MARTA guidelines..

Transit stops within the Senior Zone must have shelters, sides and a roof, to protect the Seniors from inclement weather as they wait for transit. Bush shelter requirements must be consistent with City of Atlanta and MARTA bus shelter guidelines and requirements.

26. Transit stops within the Senior Zone, for service in opposite directions, must not be more than 100 feet apart, along the street.

27. And must have a properly marked and signed pedestrian crosswalk to both sides of the street between the opposite side transit stops with actuated pedestrian or traffic signals

- Miscellaneous

28. Remove all grass, hedges, trees, and undergrowth which restrict intersection sight distance at entrance driveways to Senior Facilities. The "sight triangles," should be for at least 10 mph above the speed limit through the Senior Zone.

Similar sight distance enhancements must be made at all intersections within the Senior Zone.

29. The contrast of geometric structures with the pavement should be 2.0 for lighted feature vs. 3.0 for unlighted features.

30. There must adequate illumination of the street(s) throughout the Senior Zones.

AN ORDINANCE  
BY MARY NORWOOD

AN ORDINANCE AUTHORIZING THE MAYOR OR HER DESIGNEE TO ESTABLISH A SENIOR ZONE POLICY FOR THE CITY OF ATLANTA AND TO IMPLEMENT THAT POLICY AROUND AREAS WHERE A SIGNIFICANT NUMBERS OF SENIORS GATHER TO ENHANCE SAFETY OF SENIOR DRIVERS AND PEDESTRIANS AND FOR OTHER PURPOSES

WHEREAS, Seniors are one-fifth, 20 percent (20%), of Atlanta's population;

WHEREAS, Seniors are the fastest growing cohort of Atlanta's population and is projected to double by 2030 to one-third, 33.3 percent (33.3%), of the population;

WHEREAS, there are currently 78 Senior Facilities in the City of Atlanta, 11 Senior Centers and 67 Senior Residences;

WHEREAS, the safety of Seniors is enhanced by establishing zones where the infrastructure, sidewalks and streets, facility and infrastructure maintenance, traffic control devices, and transit within the Senior Zone are adjusted to compensate for the diminished capabilities attributed to Seniors;

WHEREAS, enhancing the safety of Seniors in Senior Zones will also enhance the safety of the younger drivers and pedestrians in these zones; and

WHEREAS, establishing a Senior Zone Policy will assure that the City of Atlanta in complies with the many Federal documents which outline procedures for creating a Senior-friendly transportation program, such as *FHWA Road Safety Audit Guidelines*, *Highway Design Handbook for Older Drivers and Pedestrians*, the *Manual on Uniform Traffic Control Devices for Streets and Highways*, *Safe Mobility for a Maturing Society: Challenges and Opportunities*, and *Travel Longer: A Pocket Guide to Improve Traffic Control and Mobility for Our Older Population*.

THEREFORE, THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS:

**Section 1.** That the attached Senior Zone Policy be established.

**Section 2.** That the Senior Zone Policy be implemented around the 78 current Senior Facilities and be implemented around other areas where Seniors gather in significant numbers.

**Section 3.** That all ordinances or parts of ordinances in conflict with this ordinance be repealed.

## SENIOR ZONE POLICY

A Senior Zone shall be established around all facilities where Seniors congregate in significant numbers. The purposes of Senior Zones are three-fold:

1. To protect and separate Seniors from the vehicular traffic by provision of sidewalks and similar facilities in the designated Senior Zone.
2. To provide adequate streets and traffic control devices within Senior Zones to safely compensate for the diminished capabilities of Senior Drivers and protect Seniors from other traffic in the Senior Zone.
3. To emphasize the concept that, "To design for the old will include the young; however, to design for the young will exclude the old."

Each area of significant Senior congregation requires site-specific implementation of the Senior Zone Policy due to varying development and terrain conditions. Implementation of a "cookie cutter approach" of the Senior Zone Policy will ill serve the City of Atlanta and its Seniors. Implementation of this Policy will enhance safety of people entering or leaving the Senior Facilities as well as those traveling through or living within the Senior Zone. This Senior Zone Policy has been developed and the 30 specific zone requirements are contained in seven categories:

- General

1. The Senior Zone Boundary Sign should be at least 1000 feet in advance of the first crosswalk and/or drive into the Senior Facility, the rectangular Warning Sign should be Black on Fluorescent Yellow with six-inch lettering.
2. All major intersections, generally signalized, within one-half mile of a Senior Facility should have directional signing to the Senior Facility which is White on Green with six-inch lettering.
3. Senior Facility directional signing should be placed at major thoroughfare intersections, generally signalized, leading to the Senior Facility.
4. The Speed Limit through Senior Zones should be no more than 35 miles per hour, mph. However, there must be at least a 5 mph reduction in the posted speed limit in the immediate area, but the resulting speed limit must not be less than 25 mph. Additionally, the speed limit in the Senior Zone should be set for the available sight distance to the entrance or crosswalks to the Senior Facility where hill crests or horizontal curves may limit appropriate sight distance.

- Street Geometry and Sidewalks



5. The sight distance in advance of all crosswalks and drives into the Senior Facility should be Decision Sight Distance, DSD; in the event the area's topography and/or street geometry doesn't allow for the DSD, the Stopping Sight Distance must be provided in advance of all crosswalks and drives into the Senior Facility
6. All Pedestrian Crosswalks must have ramps at curbs, including "turtle" tiles to accommodate persons with a vision disability.
7. All sidewalks within Senior Zones should be at least an unobstructed six feet wide to accommodate Power and/or Wheel Chairs. These sidewalks must be maintained in usable condition.
8. The receiving lane (throat) for turning vehicles should be at least 12 feet wide with a four foot shoulder.
9. Channelization should always be raised with sloping curbs vs. being defined by pavement markings or vertical curbs.
10. Right-turn channelization, when used, should lead into an acceleration lane to allow right-turning vehicles to merge into the traffic stream.
11. Pedestrian cross-walks should be at the leading edge of the channelization island to assure pedestrian visibility before the driver has to begin to search for a gap in the traffic stream to complete the merge safely.
12. Intersection sight-distances for right-turns should be at least 2.5 seconds and for left-turns should be at least 8.0 seconds plus 0.5 second for lanes to be crossed, when more than one.

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#### • Signs

13. All street name signs within one-half mile of a Senior Facility should be on the near-side of the intersection and have six-inch lettering. Or if mounted on an overhead mast or span-wire, the street name sign should have eight-inch uppercase letters and six-inch lowercase letters, when the approach speed is 35 mph or less. When the approach speed is greater than 35 mph, the uppercase letters should be 10 inches and the lowercase letters eight inches.
14. The Speed Limit Sign should be mounted on the same support as the Senior Zone Boundary Sign, below the boundary sign.
15. There should be a Pedestrian Crosswalk Warning Sign 50 to 100 feet behind the Senior Zone Boundary Sign with Black on Fluorescent Yellow and a six-

inch numeral, at the apex of the sign, indicating the number of pedestrian crosswalks to be encountered in the Senior Zone.

16. There must be a Pedestrian Crosswalk Warning Sign with an Arrow Plaque at each pedestrian crosswalk and have the number of that pedestrian crosswalk in the direction of travel in the Senior Zone.
17. When the speed limit change occurs within a block a warning sign with a flashing yellow beacon must be installed at the appropriate advanced warning sign placement distance in front of the Senior Zone speed limit change, these distances are found in the *Highway Design Manual for Older Drivers and Pedestrians*, HDM, published by the Federal Highway Administration.
18. When the speed limit in advance of the Senior Zone is 45 mph or more, the Senior Zone speed limit should also be shown by Pavement Markings at the beginning of the Senior Zone.

- Markings

19. The Pavement Marking at the drives into the Senior Facility shall be full-width; i. e., if the drive is 30 feet wide the Pavement Marking, which is a bordered by parallel lines, should be 30 feet wide. Collocation of pedestrian crossings with a drive is permissible, but the pedestrian crossings must be separately marked and have curb ramps, with "turtle tiles."
20. When the street in the Senior Zone is a multilane facility, four or more lanes, the lane lines must be enhanced with raised pavement markers with 20 foot spacing.
21. Pavement markings in the Senior Zone must be highly reflective.

- Traffic Signals

22. Pedestrian Crosswalks which are at Traffic Signals within or adjacent to a Senior Zone, the signal cycle should be set for a crossing speed of 2.8 feet per second, to accommodate Seniors and Disabled.
23. Only a leading protected left-turn cycle can used at signalized intersection in or adjacent to a Senior Zone.
24. All traffic signal lenses in and adjacent to Senior Zones should be at least eight inches in diameter, be cleaned periodically, and replaced when degraded by 20 percent.

- Transit

25. The Senior Facility(ies) within the Senior Zone must be served by transit.
26. Transit stops within the Senior Zone must have shelters, sides, roof, and concrete floors to protect the Seniors from inclement weather as they wait for transit.
27. Transit stops within the Senior Zone, for service in opposite directions, must not be more than 100 feet apart, along the street. They must have a properly marked and signed pedestrian crosswalk to both sides of the street between the opposite side transit stops.

- Miscellaneous

28. Remove all grass, hedges, trees, and undergrowth which restrict intersection sight distance at entrance driveways to Senior Facilities. The "sight triangles," should be for at least 10 mph above the speed limit through the Senior Zone.

Similar sight distance enhancements must be made at all intersections with one-half mile of the Senior Zone.

29. The contrast of geometric structures with the pavement should be 2.0 for lighted feature vs. 3.0 for unlighted features.
30. There must be street lights, on both sides of the street(s), throughout the Senior Zone.
31. The pavement in and adjacent Senior Zones should be smoothed in order to reduce Senior-Driver vehicle control problems due to rough pavement.

RCS# 2669  
1/05/09  
3:29 PM

Atlanta City Council

SPECIAL SESSION

08-O-2427

AUTH.MAYOR TO EST.A SENIOR ZONE POLICY  
AROUND AREAS W/SIGNIFICANT NO.OF SENIORS  
REFER TRANS.

YEAS: 14  
NAYS: 0  
ABSTENTIONS: 0  
NOT VOTING: 2  
EXCUSED: 0  
ABSENT 0

Y Smith	Y Archibong	Y Moore	Y Mitchell
Y Hall	NV Fauver	Y Martin	Y Norwood
Y Young	Y Shook	Y Maddox	Y Willis
Y Winslow	Y Muller	Y Sheperd	NV Borders

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